

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | October 5, 2010

The Club Racing Board met by teleconference on October 5, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Robin Langlotz, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-11, the following decisions were made:

### SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/>

## PRODUCTION

### EP/FP

- #2792 (Bob Lembcke) Allow same max. wheel size on all Elva Couriers.  
In EP and FP, allow all Elva Courier cars with 1622 cc engine to use **15x7** wheels. [Effective 1/1/11]

## AMERICAN SEDAN

- #2895 (CRB) Clarify the carburetor gasket rule  
Change 9.1.6.D.1.c. as follows: "An open-sided, closed-top air cleaner assembly, **with maximum diameter of 16 inches**, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted." [Effective 1/1/11]

## SHOWROOM STOCK

### SSB

- #2993 (CRB) Mini Cooper S (02-06)  
In 9.1.7, SSB, Mini Cooper S (02-04) and Mini Cooper S (05-06), change wheel sizes from ~~16x6.5 or 17x7~~ to "**Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.**" [Effective 1/1/11]

## TOURING

### T2

- #3083 (CRB) Pontiac Solstice Brake Calipers and Rotors  
In 9.1.10, T2, Pontiac Solstice GXP Coupe/Convertible (07-09), add to Notes: "**Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors.**" [Effective 1/1/11]

## CAR RECLASSIFICATIONS

### IMPROVED TOURING

#### ITB

- #1391 (Charles O'Toole) Reclassify the Civic Del Sol S to ITB  
Reclassify the 1993 Honda Civic Del Sol S from ITA to ITB at **2345 lbs.** and extend the model years to include **93-95**. This matches the Civic DX models with the same engine that was reclassified last year. [Effective 1/1/11]

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## **TOURING**

### **T1**

1. #3073 (CRB) De-classify Ferrari 430 Challenge  
In 9.1.10, T1, delete the Ferrari 430 Challenge ((06-07). These cars are classified and welcomed in STO and their owners are encouraged to take advantage of the lower weight and other allowances in that class. [Effective 1/1/11]

## **WHAT DO YOU THINK?**

### **GCR**

1. #2479 (Terry Hanushek) Control the Number of Double Nationals in Active Divisions  
In Appendix B.1.2.H, add a new subsection:  
*"3. Limited to one per division if more than five National race weekends are scheduled in the division."*

The proposer of this change provided the following reasons for its adoption.

The initial rule which was in place for over two decades permitted only one double national per division. This rule served divisions with many tracks and strong national racing programs well since double nationals were not necessary to attract competitors. Divisions which had a small number of tracks and large travel distances were able to upgrade their schedules by requesting a waiver from this rule.

In 2008, the original limitation was removed so that divisions needing multiple double nationals would no longer need to seek a waiver. There was unintended consequence of this rule change. In the divisions with strong national racing programs, the ability to have multiple double nationals tends to concentrate strength in the tracks holding double national and weaken the other programs.

The purpose of this proposal is to balance the needs of the divisions with many tracks and strong programs with the needs of divisions with fewer tracks and longer travel distances. It is, in effect, replacing the current 'one size fits all' policy with a two tier solution which more closely fits the needs of the disparate division programs

## **MEMBER ADVISORIES**

### **FORMULA**

#### **FF**

1. #2929 (CRB) Proposed rules clarifications withdrawn  
The rules proposed in letter #2288 (September Fastrack) have been withdrawn. The proposal will be considered further and may be reintroduced as rules changes and clarifications for 2012.

## **TOURING**

1. #2972 (CRB) Withdraw open springs and anti-sway bar rule  
Based on member input, the CRB has withdrawn the proposal for open springs and anti-sway bars.

## **NOT APPROVED BY THE CRB**

### **IMPROVED TOURING**

1. #2672 (Todd Butler) Allow 90-97 Spec Miata with 99 Suspension in ITA  
We do not wish to include a second rule set within ITA and allowing updating/backdating of parts across spec lines is not consistent with IT philosophy. If a region wishes to encourage second entries for Spec Miatas, they may create a region-specific class that races in the same group as ITA.

### **ITA**

1. #1393 (Charles O'Toole) Merge the spec lines for the 92-95 Civic Si and EX  
We recently split cars apart with multiple body types on the same line, so this change would not be appropriate.

## **PRODUCTION**

### **HP**

1. #2575 (Martin Burk) Alternate Connecting Rods  
The issue of alternate connecting rods has been discussed on a number of past occasions. Absent overwhelming support, the requested change is not recommended. Additionally requiring alternate rods to weigh the same a stock rod, etc. would be very difficult to police.

## **PREVIOUSLY ADDRESSED**

None

## **NO ACTION REQUIRED**

### **GCR**

1. #2441/#2457/#2465 (Dean Thomas/Charles O'Toole/Hal Williams) Proposed seat mounting rules are unclear  
Thank you for your input. The proposed rule has been modified and submitted to the BoD for approval.
2. (Multiple) Responses to BoD requests for comments on National classes, Runoffs, etc.  
We appreciate the time all respondents took to share their views on these issues. Many were extremely well thought out. We have forwarded them to the Board of Directors for their review.
3. #2841 (Peter Villaume) Hood latches versus hood pins  
Thank you for your input. The problem you describe is the same for production based cars that retain the stock hood latch.
4. #2656 (Peter Schwartzott) Ideas to improve class strength regionally and nationally  
Thank you for your input.
5. #2657 (Peter Schwartzott) Future compact car class  
Thank you for your input. The CRB is exploring possibilities in this area.

### **FORMULA**

#### **F500**

1. (Multiple) Alternative Motorcycle Drivetrain Proposal  
The CRB has decided to postpone consideration of 600cc motorcycle engines in F500 until additional testing has been done using restricted engines in on track situations. When sufficient information has been provided, the CRB will put the proposal before the membership again.

The CRB thanks all the many members who wrote responses to this proposal.

2. #2755 (George Bugg) Request National level testing for motorcycle powered cars  
There is no existing mechanism for allowing cars (or cars with drivetrains) not approved for National racing participation to be on track at National races. However, there are some experimental events that have been approved by the Board of Directors where Regional and National classes run together. These events could provide the opportunity for the testing you are requesting. A region-specific class that embraces F500 chassis with 600cc motorcycle drivetrains would be a necessary prerequisite as already exist in some regions. If such a class does not exist in your area, you should contact the regions to add such a class.

#### **FF**

1. #2073 (Reid Hazelton) Honda Fit V. Kent Debate  
Thank you for your input. The CRB will continue to monitor the performance of the FF cars using the Honda FIT engine. We remain committed to the continued viability of the Kent engine in FF.
2. #2086 (Arthur E. Smith) Allow Alternate Carburetor for Cortina Engine  
The rules process to approve the use of an alternate carburetor in this instance requires back to back dyno testing utilizing an approved part and the requested part. After the data has been submitted, the alternate part will be considered for inclusion in the approved list of parts for this application.
3. #2087 (Arthur E. Smith) Allow Kent rear cover on a Cortina block  
This request is unclear as to what specific part or parts are being requested. Please resubmit with part numbers and, if available, manual drawings or pictures would be helpful.
4. #2659 (Arthur E. Smith) Opposes aluminum calipers with any size(s) piston in FF  
Thank you for your input.

#### **FV**

1. (Multiple) FV Manifold Rules Change  
The CRB has modified the published rule change for FV manifolds to average the measurements of the curved section and has sent the proposal to the BoD for approval.

The CRB wishes to thank all the members who wrote regarding this proposed rule change. We received more letters on this issue than we ever have on any other.

#### **IT**

1. #2658/#2663/#2709 (Dave Gran/Steven Ulbrik/Josh Baldwin) Support of the rule changes to authorize weight changes

Thank you for your input. The proposed rule change has been forwarded to the BOD for approval.

**ITC**

1. #2616 (Brody Saari) Request rules explanation/reasoning  
All air restrictions from the original fuel injection system must remain in place, although air metering devices may be added to support aftermarket ECUs.

**RESUMES**

1. #2788 (Scott Lunder) Production advisory committee interest  
Thank you for your submission. Your resume will be maintained on file.

# CLUB RACING TECHNICAL BULLETIN

**DATE:** October 20, 2010

**NUMBER:** TB 10-11

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

**SUBJECT:** Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

**All changes are effective 11/1/10 unless otherwise noted.**

## GCR

1. #2711 (Morris Hamm) Welding Code Reference Change

Replace 9.4.5.E.6, in its entirety with:

*"All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Alloy steel must be normalized after welding. It is recommended that a certified AWS D1.1 welder do all welding."*

[When 9.4.G.4 was rewritten, 9.4.5.E.6 was supposed to have reflected the same changes.]

## Formula

### FA

1. #2739 (CRB) Correct omission

Effective immediately, in 9.1.1.A.2.a Note, add the following:

*"SIR location is unrestricted so long as all SIR criteria are met."*

## Grand Touring

None.

## Improved Touring

### ITR

1. #2764 (Grafton Robertson) Reconsider 04-06 model years E46 330

Correct the spec line for the BMW 330i to include the phrase "*(excludes ZHP)*" after the model years. The model years for this listing were extended last month; the newer years had the ZHP package available which has more horsepower due to different camshafts and other changes.

### ITA

1. #1390 (Charles O'Toole) correct classifications for the Honda Civic Del Sol Si

Split the Honda Civic Del Sol Si lines into two spec lines, one for *93-95* and the other for *96-97* model years. The specs are unchanged except the 93-95 weight is *2270* and the 96-97 weight is *2305*.

In Honda Civic Si (92-95), correct the weight ~~2305~~ to *2270*. [These cars share an engine with the 93-95 Honda Civic Del Sol Si.]

2. #2720 (Brett Mars) Classify Focus ST

Classify the 05-06 Ford Focus ST in ITA at 2680 lbs.

ITA	Engine Type	Bore x Stroke (mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-Base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs.)	Notes
<i>Ford Focus ST (05-06)</i>	<i>4 cyl. DOHC</i>	<i>87.38 x 94.0 2255</i>	<i>(I) 35.0 (E) 30.0</i>	<i>9.9:1</i>	<i>102.9</i>	<i>16</i>	<i>3.417, 2.136, 1.448, 1.028, 0.767</i>	<i>((F) 277.9 vented (R) 251.0 solid</i>	<i>2680</i>	

## Super Touring

None.

## Production

1. #2931 (CRB) Displacements are nominal

In all Production car spec lines, the listed displacement is nominal. Add to the headings of all Production car spec pages "*(nominal)*" after "Displ. cc/(ci)". Bore and stroke specifications must be met for all cars.

## EP

1. #2790 (Erik Madsen) Correction of Boxster 2.5 spec line, request for weight review

In EP, Porsche Boxster (97-99), correct brake specifications to list rear rotors as "*vented*" and list an additional wheel size of "*17x8.5*". The performance of this car will be monitored with respect to the weight reduction requested by the competitor.

- #2887 (Jon Brakke) Correct wheel sizes for -02 Miata  
In EP, Mazda MX-5 Miata (90-97, 94-97 and 99-02), delete the ~~18x8~~ wheel size (listed in error).

### American Sedan

None.

### Showroom Stock

#### SSB

- #2991 (CRB) Mazda MX-5 (2009) adjust weight  
In 9.1.7, SSB, Mazda MX-5 Touring/Grand Touring (2009), change weight from ~~2650~~ to **2600**.
- #2992 (CRB) Pontiac Solstice (06-09) adjust weight  
In 9.1.7, SSB, Pontiac Solstice (06-09), change weight from ~~3000~~ to **2900**.
- #2994 (CRB) Ford Mustang (05-09) adjust weight  
In 9.1.7, SSB, Ford Mustang V6 (05-09), change weight from ~~3240~~ to **3450**.
- #2995 (CRB) Camaro V-6 (06-02) adjust weight  
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02), change weight from ~~3360~~ to **3300**.

#### SSC

- #2996 (CRB) Acura GS-R (94-01) adjust weight  
In 9.1.7, SSC, Acura Integra GS-R VTEC (3 or 4 door) (94-01), change weight from ~~2775~~ to **2825**.
- #2997 (CRB) Toyota Celica GTS (00-05) adjust weight  
In 9.1.7, SSC, Toyota Celica GTS (00-05), change weight from ~~2910~~ to **3010**.

### Spec Miata

None.

### Sports Racing

- #2739 (CRB) Correct omission  
Effective immediately, correct 9.1.9.A.2.a.6, second paragraph by adding the following at the end: "*SIR location is unrestricted so long as all SIR criteria are met.*"

### Touring

#### ST

- #3007 (CRB) ST will be a regional class beginning 1/1/11  
In the April 2010 Fastrack, the CRB notified the membership that if the Touring category ST class national participation numbers did not meet the 2.5 average requirement the class would no longer be a national class. Effective 1/1/11, ST will become a regional only class. Competitors may choose to run their cars in STO.

Effective 1/1/11, in 9.1.10. TOURING CATEGORY CLASSES: add, after "ST (ST)" "*Regional Class*"

#### T2

- #2897 (Club Racing Board) E&O for Evo wheels  
In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), add to the allowed wheel sizes **17 x 9**. [In the February 2009 Fastrack this wheel size was added, but it was not reflected in the GCR spec line.]
- #2897 (CRB) E&O for Evo wheels  
In 9.1.10, T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add to the specs as follows: Wheel Size (inch): **17 x 9** [This allowance was made in the February 2009 Fastrack but was not entered into the spec line in the GCR.]
- #2984 (CRB) Cadillac CTS-V adjust weight  
In 9.1.10, T2, Cadillac CTS-V (04-05) and Cadillac CTS-V (06-07), change weight from ~~3940~~ to **3750**.
- #2985 (CRB) Camaro adjust weight and add model year  
In 9.1.10, T2, Chevrolet Camaro (2010-**11**), change weight from ~~3990~~ to **3750**.

#### T3

- #2986 (CRB) Chevrolet Cobalt Super Charged adjust weight  
In 9.1.10, T3, Chevrolet Cobalt SS (05-07), change weight from ~~3025~~ to **2950**.

2. #2987 (CRB) Chevrolet Camaro (2010-2011) V-6 adjust weight and add model year  
In 9.1.10, T3, Chevrolet Camaro (2010-~~11~~), change weight from ~~3800~~ to **3600**.
3. #2988 (CRB) Honda 2000 adjust weight  
In 9.1.10, T3, Honda S2000 (00-09), change weight for 2.0L from ~~2930~~ to **2980**. and for 2.2L from ~~3020~~ to **3070**.
4. #2989 (CRB) Nissan 350Z adjust weight  
In 9.1.10, T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change weight from ~~3400~~ to **3325**.
5. #2990 (CRB) MazdaSpeed Miata remove TIR  
In 9.1.10, T3, Mazda MazdaSpeed Miata (04-05), Notes: delete ~~31mm turbo inlet restrictor~~ is required.

## **CLUB RACING COURT OF APPEALS**

### **JUDGMENT OF THE COURT OF APPEALS**

**Chris Windsor vs. SOM COA Ref. No. 10-18-NE**  
**October 7, 2010**

#### **FACTS IN BRIEF**

On September 5, 2010 following the SMM race at MARRS 10 held at Summit Point Raceway, David Perkins, driver of SM # 92, protested Chris Windsor, driver of SM # 38 ,alleging violation of GCR 6.11.1. (Driver Conduct).

The Stewards of the Meeting (SOM) Susan Robishaw and Sara Snider, Chairman, met, reviewed evidence and testimony, and upheld the protest assessing Mr. Windsor a reprimand and the loss of MARRS points for the race. Two (2) penalty points were assessed against his competition license.

Mr. Windsor appealed the SOM decision.

#### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on October 7, 2010 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Chris Windsor, received September 15, 2010.
2. Official Observer's Report and related documents, received September 21, 2010.
3. E-mail statement from David Perkins, received September 28, 2010.

#### **FINDINGS**

The COA reviewed all of the documents submitted with the Observer's Report, and evidence submitted by Mr. Windsor. The COA concluded that there was insufficient evidence to overturn the decision of the SOM.

#### **DECISION**

The Court of Appeals upholds the decision of the SOM. Mr. Windsor's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

## **CLUB RACING COURT OF APPEALS**

### **JUDGMENT OF THE COURT OF APPEALS**

**Jim Averett vs. SOM COA 10-19-RO**  
**September 21, 2010**

#### **FACTS IN BRIEF**

On September 20, 2010, following the CSR qualifying session for the SCCA National Championship Runoffs held at Road America, A. G. Robbins, Assistant Chief Steward for Tech, filed a Chief Steward's Action (CSA) against Jim Downing, driver of CSR # 63, for violation of GCR 9.1.9.A.2.a.6. (CSR Engine Restrictions) and removed his qualifying times. Mr. Downing protested the Chief Steward's Action. The Stewards of the Meeting (SOM) ) Julie Komp, Ken Patterson, and Bob Horansky, Chairman, met, heard the protest, interviewed witnesses including members of the SCCA Club Racing Board (CRB), and examined the vehicle. The SOM concluded that the vehicle was compliant based on testimony from the CRB. However, the SOM ruled the car did not conform to GCR wording for restrictor location within the throttle body due to inconsistent wording in the rules. The SOM were bound by the language of the GCR as written. The SOM upheld the CSA and found the vehicle noncompliant. Jim Averett, Chief Steward for the event, appealed the decision.

#### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 21, 2010 to



review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Mr. Downing.
2. SOM report and related documents.
3. Witness statement from Dave Gomberg, member CRB, stating the CRB position on the wording of the applicable section of the GCR.

#### **FINDINGS**

The COA reviewed all of the information from the SOM and interviewed Dave Gomberg, CRB member. In his testimony, Mr. Gomberg stated that the intent of the CRB was to allow unrestricted location of the single inlet restrictor (SIR) on the CSR, and that the inconsistent wording in the GCR should be corrected. To support their position, the CRB announced a change to the CSR/DSR Rules to correct this omission. The change reads:

“Effective immediately, correct 9.1.9.A.2.a.6., second paragraph, by adding the following sentence: SIR location is unrestricted as long as all SIR criteria are met.”

#### **DECISION**

The Court of Appeals overturned the decision of the SOM. Based on “Errors and Omissions”, the SIR in question is compliant and Mr. Downing’s qualifying times will be restored. The COA finds Mr. Averett’s appeal is well founded.

## **CLUB RACING COURT OF APPEALS**

#### **JUDGMENT OF THE COURT OF APPEALS**

**Jim Averett vs. SOM COA Ref. No. 10-20-RO**

**September 22, 2010**

#### **FACTS IN BRIEF**

On September 22, 2010 at the SCCA National Championship Runoffs held at Road America, Dennis Dean, Assistant Chief Steward for Tech, filed a Chief Steward’s Action (CSA) against Andrew Wright, driver of HP #07 Jensen Healey, and removed the tech sticker from his car. Mr. Dean stated that the Jensen Healey is classified for competition as an FP car in the SCCA 2010 GCR, not in HP as asserted by Mr. Wright. Mr. Wright protested the Chief Steward’s Action.

The Stewards of the Meeting (SOM) John Petersen, Skip Yocom, and Barbara Knox, Chairman, reviewed all of the evidence, heard witnesses and determined that the January 2010 *FasTrack* did classify the Jensen Healey in HP. A SCCA Club Racing Board (CRB) representative testified that the January 2010 *FasTrack* designation of an HP classification for that car was a typographical error and that FP is the correct designation as shown all year in the electronic version of the 2010 GCR.

The SOM determined that nowhere is it stated in the GCR that the electronic version of the GCR takes precedence over a *FasTrack* publication. Based on the January 2010 *FasTrack* designation of HP for the Jensen Healy, the SOM upheld Mr. Wright’s protest and returned the car’s tech sticker to him. Jim Averett, Chief Steward for the event, appealed the SOM decision.

#### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 22, 2010 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Mr. Averett.
2. SOM report and related documents.
3. Testimony of Dave Gomberg, CRB member.

#### **FINDINGS**

GCR 1.2.2.A states “.....the SCCA may revise or supplement the GCR through *FasTrack*”. GCR 1.2.1 states “.....the newest edition of the GCR takes effect and supersedes all previous editions”. The 2010 GCR Foreword states “The electronic editions take precedence over the printed editions.”

The COA reviewed the January *FasTrack* and solicited testimony from the CRB. The erroneous entry that listed the Jensen Healey in HP was made under the classification header for FP. The CRB recognized this as an inadvertent typographical error, and the Jensen Healey was always correctly listed in FP in all 2010 electronic editions of the GCR.

The Jensen Healey is classified as an FP in the September 2010 electronic GCR and that edition of the GCR is in force for the 2010 Runoffs. Therefore, the Jensen Healey can only be an FP car regardless of any classification errors made in earlier editions of *FasTrack*.

## **DECISION**

The Court of Appeals overturns the decision of the SOM. The Jensen Healey is not eligible for competition in HP and the ACS for Tech acted properly when he removed the tech sticker. The COA finds Mr. Averett's appeal well founded.

# **CLUB RACING COURT OF APPEALS**

## **JUDGMENT OF THE COURT OF APPEALS**

**Tom Sloe vs. SOM COA Ref. No. 10-21-RO**

**September 22, 2010**

## **FACTS IN BRIEF**

On September 22, 2010 at the SCCA National Championship Runoffs held at Road America, , Assistant Chief Steward for Tech, Dennis Dean, filed a Request for Action (RFA) asking for a ruling on a carburetor/air cleaner gasket installed on AS # 1, driven by Tom Sloe. The Stewards of the Meeting (SOM) Mike Beaumia, R. David Jones, and Earl Hurlbut, Chairman, met, reviewed documents, heard witnesses, and inspected the gasket in question. The SOM determined the gasket was installed in the proper location (between the carburetor and the air cleaner) for the designated function. However, the SOM determined that due to the composition of the material used in the construction of the gasket, and its dimensions and installation method, the gasket was performing functions not in compliance with GCR 9.1.6.D. and 9.1.6.D.1.c. The SOM removed Mr. Sloe's September 22, 2010 qualifying times and assessed two (2) penalty points against his competition license.

Mr. Sloe appealed the SOM decision.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 22, 2010 to review, hear and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Tom Sloe.
2. SOM report and related documents.
3. Testimony of Tom Sloe.
4. Testimony of John Stracensky, crew for Mr. Sloe.
5. Testimony of Dennis Dean, Assistant Chief Steward for Tech.
6. Testimony of Rick Henschel, 2010 Runoffs AS Category Tech Chief.

## **FINDINGS**

The SOM determined that while the gasket was installed properly, its dimension and the material used in its composition provided the additional function of a heat shield which is a prohibited modification. (GCR 9.1.6.) In addition, the SOM determined that the installation of the gasket provided shrouding or ducting of air to the carburetor or air cleaner which is prohibited by the GCR. (9.1.6.D. and 9.1.6.D.1.c.)

In his appeal, Mr. Sloe stated that he asked for inspection of this same gasket by Tech at the Runoffs in 2006 and 2007 and was informed that there was no problem with its use. This was verified by a witness present at that time. Mr. Sloe further stated that the gasket did not act as a duct as defined in the GCR, that the GCR states that gaskets can be of unspecified composition, and that engine gaskets are unrestricted.

The COA in its investigation, which included physical inspection of the gasket and its installation, determined that the gasket as constructed and installed was performing functions not in compliance with the applicable GCR sections.

In addition, the COA verified Mr. Sloe's assertions of previous acceptance of this gasket by Tech officials at past Runoffs. The COA also confirmed that Mr. Sloe was declared the AS National Champion in 2009 and, according to his testimony and testimony

from the Tech Staff present at that event; the car competed with the gasket in place. The certification of the final results for the 2009 SCCA Championship Runoffs confirms that the car was declared compliant as raced.

Mr. Sloe entered the 2010 Runoffs with full expectation of using the gasket in question. Mr. Sloe installed and used the gasket exactly the same as in the past three Runoffs he entered. Following the second qualifying session at the 2010 event, it was determined that the gasket was not compliant.

## **DECISION**

The Court of Appeals upholds the SOM ruling on noncompliance. However, based on the additional historical information provided by Mr. Sloe, the AS Tech crew, and the official certifications that the car as raced at the 2009 SCCA Runoffs was compliant, the COA modifies the penalty as follows:

Restore Mr. Sloe's qualifying times and remove two (2) penalty points from his competition license.

Make a notation in Mr. Sloe's vehicle log book that this gasket or similarly constructed gaskets are prohibited for the remainder of the 2010 SCCA Runoffs at Road America and should be checked for compliance at future SCCA Club Racing events.

Mr. Sloe's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

## **CLUB RACING COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

**Patrick Gallagher vs. SOM COA Ref. No. 10-22-RO**

**September 24, 2010**

### **FACTS IN BRIEF**

On September 24, 2010 at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Operating Steward Rick Mitchell filed a Request for Action (RFA) to investigate Patrick Gallagher, driver of F5 # 00, for a pass under yellow during the pace lap prior to the start of Race # 2.

The Stewards of the Meeting (SOM), Skip Yocom, John Petersen, and Barbara Knox, Chairman, met, reviewed documents, heard witnesses, watched the SpeedCast TV video, and determined that car # 00 did improve its position on the pace lap while the course was under a double yellow flag condition. The SOM penalized Mr. Gallagher in accordance with the 2010 Penalty Guidelines, giving him a three (3) finishing position penalty and assessed two (2) penalty points against his competition license.

Mr. Gallagher appealed this decision.

### **DATES OF THE COURT**

The Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 24, 2010 to review, hear, and render a decision on the appeal.

### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Mr. Gallagher.
2. SOM report and related documents.
3. Testimony of Patrick Gallagher.
4. Testimony of Mr. Gallagher/s father.
5. SpeedCast video.
6. Road America track video.

### **FINDINGS**

The Court reviewed documents, heard witnesses and reviewed the SpeedCast TV video. The Court also was able to work with Race Control to recover and view the Road America track video showing the incident from two camera positions at Turn 5. This key piece of video information was unavailable to the SOM. The video was compelling as it showed the leader, car # 92, spinning in his own oil causing car # 00, which was immediately behind him, to lose control. Car # 00 did a partial spin, never leaving the track surface, and retained his front row position. Car # 47, the original fourth place qualifier, moved to driver's left to avoid the spinning cars and was parallel to car # 00 as they moved away from the incident. Conflicting witness statements from F&C

workers had car # 00 spinning off course, re-entering mid-field, and then resuming his original starting position. The COA notes the field was released from grid in single file formation and instructed to form into the standard two-by-two starting formation on the back side of the course. This was done for safety reasons. The Road America track video shows that car # 00 was never lower than second place in the single file formation and did not pass under the yellow when moving into his proper place in the two-by-two starting formation.

## **DECISION**

The Court of Appeals overturns the decision of the SOM, restores car # 00's original finishing position, and rescinds any assignment of points. Mr. Gallagher's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

# **CLUB RACING COURT OF APPEALS**

## **JUDGEMENT OF THE COURT OF APPEALS**

**Tom Daly vs. SOM Ref. No. COA 10-23-RO**

**September 25, 2010**

## **FACTS IN BRIEF**

On September 25, 2010 at post-race impound at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, Dennis Dean, filed a Request for Action (RFA) to investigate the eligibility of the wheels on SSC # 02, driven by Tom Daly, the fifth place finisher. The Stewards of the Meeting (SOM), Julie Komp, Ken Patterson, and Bob Horansky, Chairman, inspected the wheels and confirmed they were size 6 1/2Jx15H2, 7-spoke aluminum VW wheels. The SOM took photos and interviewed witnesses including Tom Daly, David Kettler, Tech, Bob Dowie, Chairman, SCCA Club Racing Board (CRB), and Jim Averett, Chief Steward. The SOM ruled the wheels were noncompliant and moved Mr. Daly to last finishing position in SSC. Two (2) automatic penalty points were assessed against Mr. Daly's competition license.

Mr. Daly appealed this decision.

## **DATES OF THE COURT**

The Court of Appeals (COA) Jack Hanifan, Steve Harris and Jack Marr, Chairman, met on September 25, 2010 to review, hear, and render a decision on the appeal. Michael West, Chairman of the Court, recused himself from this hearing

## **DOCUMENTS AND OVER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Tom Daly.
2. SOM report and related documents.
3. Testimony of Tom Daly.
4. Testimony of Jim Averett, Chief Steward.
5. Testimony of Bob Dowie, Chairman, CRB.

## **FINDINGS**

.The COA reviewed documents provided by the SOM and heard testimony from Tom Daly, driver of the car in question, Jim Averett, and Bob Dowie. The COA used *DecodeThis.com* to translate the Vehicle Identification Number (VIN) for Mr. Daly's 2007 VW Rabbit and found that the vehicle in question was originally delivered with 15x6 inch steel wheels as standard equipment. The 15x6½ wheels on Mr. Daly's car as raced were not standard equipment as defined in the 2010 GCR (9.1.7.E.8.) ,and they were not a size listed on the spec line for this car in the 2010 GCR SSCS. Mr. Daly advised the COA that he purchased the car second hand and the wheels currently on the car came on the car. The COA determined that Mr. Daly committed a technical infraction of the 2010 GCR.

## **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Daly's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

# CLUB RACING COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

John H. Payne vs. SOM COA Ref. No. 10-24-RO

September 25, 2010

### FACTS IN BRIEF

On September 25, 2010 following the AS race at the 2010 SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, Robert Corbitt, filed a Chief Steward's Action (CSA) disqualifying Eric Curran, driver of AS # 53, for noncompliance with 2010 GCR 9.1.6.D.1.a.2. Mr. Curran's car had too many gaskets under the carburetor. John Payne, Entrant for AS #53, protested the CSA ruling.

The Stewards of the Meeting (SOM), Mike Beaumia, R. David Jones, and Earl Hurlbut, Chairman, met, interviewed John Payne, and inspected the carburetor and gaskets on the # 53 AS. The Entrant accompanied the SOM and observed their inspection of the parts in question at Tech. The SOM ruled the car was noncompliant as raced and upheld the CSA disqualifying Mr. Payne's car.

Mr. Payne appealed this decision.

### DATES OF THE COURT

The Court of Appeals (COA), Steve Harris, Jack Marr, and Michael West, Chairman, met on September 25, 2010 to review, hear, and render a decision on the appeal. Jack Hanifan, regular member of the Court, recused himself from the hearing.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Payne.
2. SOM report and related documents.
3. Testimony of Jim Rogaski, Assistant Chief Steward.
4. Testimony of Mr. Payne.

### FINDINGS

The COA reviewed documents provided by the SOM, and interviewed Mr. Payne and Jim Rogaski, Assistant Chief Steward. Mr. Payne asserted that the noncompliant gaskets should have been found at post-qualifying impound. He further stated that his penalty should be the same as for another appeal involving an AS gasket found in a post-qualifying session earlier in the week. The COA confirmed for Mr. Payne that the situations were similar only in that both pertained to AS cars; the infractions were not the same. In Mr. Payne's car, the gaskets were between the carburetor and the manifold. In the other case, the gasket was between the air cleaner housing and the carburetor (i.e., above the carburetor). It was only after the carburetor was removed from Mr. Payne's car at post-race impound that the Tech staff found three (3) carburetor gaskets were used in mounting the carburetor to the manifold. The gaskets were not readily visible until the carburetor was removed. GCR 9.1.6.D.1.22. authorizes the use of only two (2) gaskets when mounting the carburetor to the manifold. Mr. Payne's car was not in compliance.

In addition, Mr. Payne stated the penalty was too harsh. The COA determined that while stringent, the Chief Steward has the authority to disqualify a noncompliant car and the SOM confirmed that the Chief Steward exercised his authority in accordance with the 2010 GCR.

Mr. Payne provided no new evidence.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Payne's appeal is not well founded and his appeal fee will be retained by SCCA.

## **CLUB RACING COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

**Dwayne Anderson vs. SOM Ref. No. COA 10-25-RO**

**September 26, 2010**

#### **FACTS IN BRIEF**

On September 25, 2010, at the 2010 SCCA National Championship Runoffs held at Road America, Dwayne Anderson, Entrant for FM # 42, filed a protest against Juan Marchand, driver of FM # 1, for violation of Supplemental Regulation 14.8. for this event, stating that Mr. Marchand's car left the Road America facility for the purpose of testing at nearby Gingerman Raceway.

The Stewards of the Meeting (SOM) R. David Jones, Julie Komp, and Bob Horansky, Chairman, met and interviewed Dwayne Anderson, Juan Marchand, and Chief Steward Jim Averett. The SOM determined that Mr. Marchand did take his car to an off-site facility during this event. Mr. Averett testified that the reason for Rule 14.8. in the Runoffs Supplemental Regulations is to prevent the testing of race cars on neighboring public roads. The rule does not prevent a car from being removed from the facility and returning to the event. The SOM ruled that Mr. Marchand was not in violation of the Supplemental Regulation referenced and disallowed the protest.

Mr. Anderson appealed this decision.

#### **DATES OF THE COURT**

The SCCA Court of Appeals (COA), Jack Hanifan, Jack Marr, and Michael West, Chairman, met on September 26, 2010 to review, hear, and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Mr. Anderson.
2. SOM report and related documents.
3. Testimony of Mr. Anderson.

#### **FINDINGS**

The COA reviewed documents, and interviewed Mr. Anderson who provided no new evidence. The Court determined the ruling made by the SOM was properly made in accordance with the 2010 GCR and the Supplemental Regulations for the event.

#### **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Anderson's appeal is considered not well founded and his appeal fee will be retained by SCCA.

## **CLUB RACING COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

**David Mead vs. SOM COA Ref. No. 10-26-RO**

**September 26, 2010**

#### **FACTS IN BRIEF**

On September 25, 2010 following post-race Impound for the SSB race at the SCCA National Championship Runoffs held at Road America, Assistant Chief Steward for Tech, A. G. Robbins, filed a Chief Steward's Action (CSA) disqualifying SSB # 96 for a noncompliant exhaust per GCR 9.1.7.E.27.A.1. David Mead, Entrant, protested the CSA.

The Stewards of the Meeting (SOM) Gary Meeker, Mike Smith and Tom Brown, Chairman, met, heard witnesses, inspected the exhaust system and took photos. They consulted with Bob Dowie, Chairman of the SCCA Club Racing Board (CRB) as to the meaning of GCR 9.1.7.E.27.A.1. Mr. Dowie confirmed that the exhaust in question did not meet the GCR requirements. The SOM ruled that the exhaust was noncompliant and disallowed Mr. Mead's protest. The SOM did mitigate the penalty from disqualification to last finishing position in class.

Mr. Mead appealed this decision

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr and Michael West, Chairman, met on September 26, 2010 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Mr. Mead.
2. SOM report and related documents.
3. Testimony of Mr. Mead.
4. Testimony of Mr. Dowie.

## **FINDINGS**

The COA reviewed the documents examined by the SOM including photographs, and interviewed Mr. Mead and Mr. Dowie. The COA determined the ruling rendered by the SOM was made in accordance with the 2010 GCR.

## **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mead provided new evidence, his appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

# SOLO EVENTS BOARD

## CLUB RACING BOARD MINUTES | October 5, 2010

The Solo Events Board met by conference call September 22nd. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, Richard Holden, and Bryan Nemy; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

**Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.**

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

### GENERAL

- The SEB is seeking nominees for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards are found in the SoloRules in Appendix K, subsection V. Nominations should be submitted in writing via [www.sebscca.com](http://www.sebscca.com).
- The SEB has an opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via [www.sebscca.com](http://www.sebscca.com).

### DIVISIONAL POSITIONS

- The Midwest and Great Lakes Divisions are going to have vacancies in the Divisional Solo Events Steward position. This position is discussed in Solo Rules Introductory Section I.3. Interested members should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).
- The Northern Pacific Division is going to have a vacancy in the Divisional Solo Safety Steward position. This position is discussed in Solo Rules Introductory Section I.6. Interested members should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

### RECOMMENDED TO THE BOD

- The following previously-published items have been recommended by the SEB to the Board of Directors. Effective date for all items shown herein is 1/1/2011.

#### GENERAL

- Change the last sentence of Appendix C, subsection A.2, to read as follows:

"In a closed car, *or an open car with a removable OE hardtop*, which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."

- Change the second paragraph of 3.1 to read as follows:

"*Models and option packages* designated as being of a model year later than the current year are not eligible to compete in Divisional, Tour, or Solo National Championships unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo National Championship unless its listing was published no later than the July issue of the official SCCA publication."

- Add to the end of 12.6.B as follows:

"...or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place."

- Change 3.3.2 to read as follows:

#### "3.3.2 Roll Bars

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of Section 9.4 of the Club Racing General Competition Rules (GCR) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Stock, Street Prepared, Street Touring, and Street Modified categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. *The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place.*

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car."

- Add a new definition to Section 12, as follows:



*"12.17 Strut Bar*

*A transverse member connecting the upper or lower suspension mounting points, at the front or rear of the car. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting point and from lower right to lower left suspension mounting point. A two-point strut bar fastens only at the left and right suspension mounting points. A triangulated strut bar has a third area of attachment at the chassis, e.g. at the firewall/bulkhead. All connections to the vehicle must be bolted; no connection point to the chassis can be welded."*

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA *Central* Licensing Department shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application *and signature of the SSSI who presented the continuing education seminar*. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

*Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."*

Also add to the end of V.F as follows:

*"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."*

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).

- Change 7.9.1 to read as follows:

*"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."*

- Change the second sentence of 2.3.B to read as follows:

*"Any series of three or more course markers which are generally in a line..."*

- Change the first sentence of 7.9.3 to read as follows:

*"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event."*

- Change 7.9.2 to read as follows:

*"7.9.2 Displaced or Downed Pylons on Course*

*A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed *off course* and will then be granted a rerun. However, if the competitor completes the run, the time will stand."*

In conjunction with the above, change 7.4 to read as follows:

*"7.4 RERUNS*

*Reruns will be granted only for timing failure, object on the course, or red flag, and will not be given because of mechanical or other failure of the competitor's car. A minimum of five minutes must have elapsed before a competitor may take a rerun.*

*Pylon penalties are not carried over to the rerun. A DNF on a run for which a rerun would have been given shall stand and no reruns shall be given.*

*In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will*

be granted a rerun if appropriate. Failure to exit the remainder of the course at an *appropriately reduced speed* (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner *in order to avoid impeding the progress of the car following*, and to ensure the event remains on schedule.”

- Change the first sentence of 3.3.3.B.9 to read as follows:  
“No excessive fuel, oil, water, or brake fluid leaks should be observed.”
- Change the second sentence of 10.2 to read as follows:  
“For delayed protest decisions, an appeal and appropriate appeal fee must be received by the SD within *seven calendar days* of notification of the protest decision.”
- Change the first sentence of 10.6.3 to read as follows:  
“The appointed AC shall use its best efforts to convene and hear the appeal no earlier than *seven calendar days* from notice to the parties and no later than four weeks from said notice.”

#### SAFETY

- Change 3.3.3.B.9 as follows:  
Replace the sentence beginning “All oil lines passing through...” with the following: “All oil lines passing through the driver/passenger compartment shall be made of metal braided hose *or equivalent (for example Nomex, Kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).”

#### STOCK

- Move from FS to DS and clarify listing as follows:  
“BMW 335i ('07-'10), 335i xDrive ('07-'10), & 335d ('09-'10)”
- Move from GS to HS:  
Dodge/Plymouth Neon 2.0L ('00-'05).
- Add as a new subsection 13.2.G (and re-letter subsequent sections accordingly):  
“G. *Alternate shift knobs are allowed.*”
- Move from GS to HS:  
Mazda Protégé MP3 ('01-'02)

#### STREET TOURING

- Change 14.2.G to read as follows:  
“G. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
  1. *A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.*
  2. *A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.*
  3. *Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.*
  4. *Except for standard parts, no connections to other components are permitted.*Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”
- Modify 14.2.C to read as follows:  
“C. Factory rub strips, emblems, mud flaps, wings, bolt on front valance lips/spoilers, and *fog lights (except those integral to a headlight or turn signal)* may be removed. *Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.*”

- Modify 14.10.E.4 to read as follows:

"4.) Be used in the same location(s), relative to the chassis, as the OE converter(s). *If the volume of the replacement catalyst substrate/core is smaller than the original, the replacement must fit entirely within the extent of the original*".

- Change 14.3 to read as follows:

"14.3 TIRES

*Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:*

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:
  - ST, STS, STR (AWD) – 225 mm
  - STX (AWD), STU (AWD) – 245 mm
  - STR (2WD) - 255 mm
  - STX (2WD) – 265 mm
  - STU (2WD) – 285 mm
- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa"

STREET PREPARED

- Change the 4th sentence of 15.1.C to read as follows:

"The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
- Change the second sentence of 15.1.C to read as follows:

"The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined, *welded*, or otherwise changed to facilitate the UD/BD allowance."
- Add new subsection 15.2.P as follows:

"P. *Fog lights may be removed.*"
- Move from DSP to FSP:

Fiat 124 ('66-'74)
- Add new listing in DSP:

"Honda CRX Si & Civic Si ('84-'87)"
- Move 16V Saturn cars from DSP to FSP, with the listings in FSP to read as follows:

"Saturn  
SL ('91-'95) & SW ('93-'95) & SC ('91-'96)  
SL ('96-'99) & SW ('96-'99) & SC ('97-'00)  
SL ('00-'02) & SW ('00-'02) & SC ('01-'02)"
- Change 15.10.Z to read as follows:

"Z. Any accessory pulleys and belts of the same type as standard (e.g. V-belt, serpentine) may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars *may not alter crankshaft/supercharger drive ratio*. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed, such as smog pumps and air conditioning compressors. They may serve no other purpose."
- Add new subsection 15.2.Q as follows:

"Q. *Interior rear view mirror and sun visors, and their mounting hardware (provided it serves no other purpose), may be removed or replaced.*"
- Add to the end of 15.2.M as follows:

"A *clutch pedal stop may be added.*"

- Change the fourth sentence of 15.9.C to read as follows:  
     “Longer or shorter battery cables may be substituted to facilitate relocation.”
- Change 15.2.C to read as follows:  
     “C. Strut bars (see Section 12) are permitted with all types of suspension, subject to the following constraints:
  1. A two-point strut bar may be added, removed, modified, or substituted, but only with another two-point strut bar.
  2. A triangulated strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a two-point strut bar. The connection to the chassis (i.e. firewall) must be in the standard location.
  3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches in any direction of the actual suspension attachment to the chassis.
  4. Except for standard parts, no connections to other components are permitted.

Additional holes may be drilled for mounting bolts. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

- Move from ASP to BSP:
  - Porsche
    - 911 non-turbo (NOC)
    - 911 Club Sport
    - 911 Carrera 2 and Carrera 4
    - 914 / 6
    - 924 turbo & N/A
    - 944 turbo & N/A
    - 968
  - Toyota
    - MR2 turbo & N/A ('91-'95)

*Note: remove N/A from CSP*

- Move from CSP to DSP:
  - Mercedes
    - 190 ('84-'93)

- Change 15.10.P to read as follows:  
     “P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but this does not allow non-original methods of clutch actuation (e.g. pull type versus push type).”
- Add to the end of 15.10.A as follows:  
     “Any power steering fluid cooler may be added.”

#### STREET MODIFIED

- Add to Appendix A, Street Modified Category, Engine Classifications:  
     “4. *Electric Motors: Cars with electric motors, in whole or part of the drivetrain, will run at class maximum weight of 2900 lbs. for SSM and 3100 lbs for SM. Category weight adjustments (e.g. for tire size) are allowed.*”
- Change 16.1.S to read as follows:  
     “S. OE pop-up headlights may be replaced with static headlights, provided the replacement units are intended for automotive use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. *Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may serve no other purpose.* All associated hardware may be removed, replaced or modified.”
- Change 16.1.D.3.a as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal, of metal braided hose, or of metal braided hose *or equivalent (for example Nomex, Kevlar, or nylon braided hose)* with AN Series threaded couplings, or entirely covered and protected with a metal cover."

#### PREPARED

- Add the following listing items for Appendix A, GP Limited-Preparation:

##### "BMW

1600 ('68-'71) - 1574 - 1575 - 13x7 - 1.65/1.38 - 56.5/56.5

Carburetion

Comp. ratio limited to 11.0, valve lift to .450"

Alt. intake manifold #CAM-6618

##### Toyota

Corolla ('71-'74) - 1588 - 1590 - 15x7 - 1.61/1.42 - 57.9/57.5

Carburetion

Comp. ratio limited to 12.0, valve lift to .450"

- Change 17.2.F to read as follows:

"F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, *coolant lines*, fuel carrying lines, *fuel pumps, intercooler piping*, carburetors, air horns, air cleaners and distributor. Any material added to the firewall must be either steel or aluminum. This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch, except around dynamic devices extending through the firewall (e.g. throttle linkage, transmission linkage or other mechanical devices), they should be sealed to the extent that functioning of the device is not impaired.

No more than 8 in. clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, *turbochargers, and superchargers* may not intrude into the clearance areas authorized herein."

- In Appendix A – Prepared Class X, change the second bullet item following AWD specification in subsection 9.b. to read as follows:

"- Cars equipped with traction/stability control: + 50 lbs."

- In Appendix A, Prepared Class X, replace subsection 4 with -

#### 4. BRAKES

*"Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS, including original equipment incurs a weight penalty. The use of ABS, including original equipment, to provide traction control, in any form, will also incur the traction control weight penalty."*

- Add the following wording to the end of rule 17.2.S.

*"Front hoods and engine covers may be vented and/or louvered. The total area for all vents and/or louvers on a vehicle may not exceed 500 square inches, unless provided as standard equipment. The total area is measured as the total open area, or the perimeter of the louvers, when viewed from above. All openings must be covered with a wire mesh having openings no greater than one half inch (1/2").*

*The location, number, and shape of vents and/or louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents and/or louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch above the original surface. No additional scoops, cowls, bulges, or ducts are permitted, unless specified in Appendix A."*

- Change 17.10.E.1 as follows:

Replace the two sentences beginning with "Any fuel line(s) may be used..." with the following: "Any fuel line(s) may be used. All non-*standard* fuel line(s) passing through the passenger compartment shall be made of metal or metal-braided hose *or equivalent (for example Nomex, Kevlar or nylon braided hose)* with AN Series threaded couplings or entirely covered and protected with a metal cover."

- Change the wheel sizes for all variants of the Saab Sonett in GP from 16x6 to 16x7
- Change the wheel sizes for the Saab 93/96 Sedan in GP from 16x6 to 16x7

- Remove "(2) Weber DCOE carburetors on I.R. manifold w/30mm choke(s)" as one of the allowable carburetion items for the Turner 1500 in G Prepared.

#### MODIFIED

- Change 3.8.E to read as follows:
  - "E. Formula SAE (FSAE) - *Applicable* Formula SAE specifications."
- Add as a new 3rd sentence in subsection C.2.m in Appendix A, Modified Class F, as follows:
  - "A reverse gear is not required."
- Replace the fourth paragraph of 18.0 with the following:
  - "The exhaust system/length of a car may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of a noise limiting device(s), and in so doing, keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting devices shall serve no other purpose then that stated, and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame."*
- In Appendix A, under Modified Class B, delete subsection G.
  - Note:* This will permit the FE (formerly FSCCA) and ESR (formerly SRSCCA) cars to fall back to being covered by subsection C.
- Replace the last sentence of 18.1.C.2.f with the following:
  - "Rear doors, if present, may be eliminated or changed as necessary. Front doors and door openings may be altered to accommodate legal wheelbase changes."*
- Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:
  - "A device for locking out reverse gear may be used."*
- In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:
  - "B. For S2000 minimum weight with driver is as follows:  
1280 lbs. for cast iron head and no cam change  
1305 lbs. for aluminum head OR cam change"*

#### KART

- Add as a new item at the start of Section 19, before the item beginning "Data acquisition systems..." as follows:
  - "If a modification is not specifically authorized in this or previous applicable sections of these Rules, it is not allowed."*
- Revise 19.1.A.5 to read as follows:
  - "5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent said weight from becoming separated from kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16" or 8mm Grade 5 bolt, or larger, must be used along with a locking nut, pinch nut, double nut or safety wire. No more than 5 lbs. of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."*
- Replace 19.1.D.2 with the following:
  - "2. KZ (ICC): All current or prior approved CIK-FIA engines are allowed. Engine must be a water-cooled single cylinder 125 cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition and transmission parts must be CIK-FIA homologated except where otherwise specified. However, parts may be interchanged between model years of the SAME engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tires regulations of the SCCA Solo rules, Section 19.1, and incur a 35-lb. weight penalty.*
    - a. Cylinder: Polishing, grinding and cleaning of the port area are allowed. Resurfacing of cylinder mating surfaces is allowed. Reed block, reed cage and reeds are open. No ports may be added. Total exhaust duration must not exceed 199 degrees.
    - b. Cylinder Head: Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc.
    - c. Induction: Air box required and must meet current or prior CIK homologation. The carburetor must meet

current or prior CIK homologation, and not exceed 30.6 mm maximum bore.

- d. Exhaust Pipe: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer. Must also have the CIK homologation stamp on the pipe.
- e. Exhaust Silencer: Make and manufacturer are open spec. Must meet sound requirements.
- f. Transmission: Transmission components must be standard parts. This means that if an aftermarket part is substituted, it must be of similar dimensions as the original part. The weight of the replacement part will not be less than the standard part. The outside diameter and tooth count of the replacement gears must be the same as the standard part. Grinding or polishing transmission parts to provide a better mesh is legal.
- g. Ignition: Must be CIK homologated for the brand of engine being used, as supplied by the manufacturer.
- h. Spark Plug: Must be stock, commercially available spark plugs. The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber. Dimensions: length 18.5mm; pitch X 1.25. Note this is checked with gasket or temp sending unit in place.
- i. Crank, Rod and Flywheel: Crank, Rod, and Flywheel assembly must be standard parts. No modifications will be made to the assembly. Therefore, the machining, boring, or polishing of counter balances or rod, machining for the purpose of weight reduction, heavy metal balancing or altering crank pin location are all expressly prohibited. Sanding or polishing the crankshafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing and small end bearing, piston, piston pin, ring and clips are all non-tech items.
- j. Cooling: an electric water pump may be added to allow circulation of coolant while stationary. The pump, battery and associated plumbing shall serve no other purpose.
- k. Shifting: Mechanical gearbox control only. No ignition interrupt systems are allowed.”

#### **STOCK**

- Members interested in serving on the SAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### **STREET TOURING**

- In light of further member input received since its prior meeting, and per the unanimous recommendation of the STAC, the SEB has reconsidered its earlier decision and is recommending the following change to the BOD, effective **1/1/2011**:
  - Delete 14.2.F
- Members interested in serving on the STAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### **STREET PREPARED**

- Per recommendation of the SPAC, the pending proposal to move the Mitsubishi Evo from BSP to ASP has been tabled.
- Per recommendation of the SPAC, the following additional previously-published proposals have been tabled:
  - Move from BSP to CSP:

- BMW
  - M3 (E46)
  - M3 (E36)
- Datsun
  - 240Z
  - 260Z
  - 280Z
- Honda
  - S2000
- Mazda
  - RX-8

Comment from the SPAC: moving these cars would not make them any more competitive in CSP than in BSP. At Lincoln the playing field appears to have been leveled between the Evos and the other cars in the class. In addition, cars such as the M3 and RX8 are dissimilar to the rest of CSP.

- Change the 280ZX and 300ZX listings in BSP to the following:
  - “Nissan/Datsun
  - 280ZX, 280ZX Turbo ('79-'83)
  - 300ZX, 300ZX Turbo ('84-'89)
  - 300ZX, 300ZX Turbo ('90-'96) “

Comment from the SPAC: The original intent was to merge all the Zs onto generation lines. The only feedback received on the proposal was that there have long been '90-'96 300ZX NA cars running in ESP. We do not want to disenfranchise these competitors.

- Move from CSP to DSP:

Audi

- TT 1.8T, FWD & Quattro ('98-June '06)
- TT 3.2L, Quattro ('98- June '06)
- TT 1.8T, 2.0T, 2.5T, FWD & Quattro (August '06-'10)
- TT 3.2L Quattro (August '06-'10)

Comment from the SPAC: The only letters received in this regard were against one or more of the TT's going to DSP. Initial thoughts were that the TT was similar to the R32 already in DSP, but looking closer, the TTs have the potential for more performance than first thought and we would be better off not possibly upsetting a popular class.

- Members interested in serving on the SPAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### PREPARED

- Members interested in serving on the PAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### STREET MODIFIED

- Members interested in serving on the SMAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### MODIFIED

- The following rule change proposal is published here for member comment:
  - In Appendix A, under Modified Class F, change subsection C.2.r to read as follows:

"r) Valve covers are unrestricted and *must* be bolted on."
- Due to the continuing discussions regarding changes to Section 4.9, class B Modified is not considered by the SEB to be subject to 4.9-based changes at this time.
- Members interested in serving on the MAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### FORMULA JUNIOR / F125

- Members interested in serving on the KAC should submit their qualifications in writing to the SEB via [www.sebscca.com](http://www.sebscca.com).

#### TECH BULLETINS

1. Errors and Omissions: The following items were approved for 2010 implementation, but were inadvertently omitted from the Solo Rules. They will be added for 2011.
  - Revise 13.2.I to read: "Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may not be removed. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two attachment points and is bolted at those locations. A "C" type harness bar may also be used. It may have four bolted attachment points (two primary, and two supporting connections to resist rotation.) *Truss type harness bars are not allowed.*"
  - Change the 4th sentence of 15.1.C to read as follows: "The updating and/or backdating of engines, transmissions, transaxles, or unibodies must be done as a unit; component parts *and specifications* of these units may not be interchanged."
  - Add to the end of the specifications under Supplemental Class Street Modified Front Wheel Drive (SMF) as follows: "Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight break as stated in SM."



# RALLYCROSS BOARD

**RXB MINUTES** | September 13, 2010

The RallyCross Board (RXB) met via conference call September 13. Attending were Bob Ricker, Tom Nelson, Mark Utecht, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Philip Creighton, Board of Directors liaison, and Pego Mack from the National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Bob Ricker began by welcoming three new RXB members to the Board—Ken Cashion, Warren Elliott and Stephen Hyatt.

## Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that the Safety Committee would meet on September 15.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht informed the RXB that he would be tendering his resignation from the RXB as soon as the 2011 RallyCross Rules are finalized and reminded the RXB that the Rules Committee would need a new chairman. Bob Ricker requested a volunteer from the RXB to serve as liaison and chairman of the Rules Committee. Warren Elliott volunteered and was officially appointed by Bob Ricker to the position. Pego Mack requested a document with all changes to the 2011 RallyCross Rules to present to the BOD for approval. Mark Utecht will provide.

## Old Business

1. Annual RallyCross Award: Brent Blakely suggested that the award go to individuals only. The RXB all agreed. Mark Utecht requested a better name for the award than *RallyCross Contributor of Distinction Award*, which discussion and decision were tabled until the next meeting.
2. E-Blast: The RXB needs a volunteer from the RXB, RallyCross Divisional Stewards, RX Rules Committee, or RX Safety Committee to compile and produce a RallyCross E-Blast on a quarterly basis. Stephen Hyatt volunteered for the task. Pego Mack will coordinate.

## New Business

1. National Championship Protest: The RXB received a letter from a member regarding a protest filed at the recent National Championship. The letter requested that the RXB make rules that would limit protests to competitors only. RXB discussed the issue at length and felt that the protest was appropriate and no changes to the current rules were needed at this time.
2. Rally America event discussion: The SCCA manned an information booth at a recent Rally America event in New Jersey. Pego Mack reported that it was good exposure for the SCCA RallyCross program because of the event's success and the abundance of downtime for spectators to visit vendor booths.
3. National Convention seminars: The RXB discussed the seminars and presentations for next year's National Convention. It was decided that the RallyCross program would conduct seminars similar to the previous year but with greatly expanded content.
4. Standardized Supplemental Regulations for National events: Pego Mack requested that the RXB create a set of standardized Supplemental Regulations for National Challenge, East/West Championship and the National Championship events. She distributed a set of the Supplemental Regulations from the recent National Championship. The RXB agreed to review it individually and send suggestions for changes to Pego.

Next meeting: October 11, 2010

Submitted by Karl Sealander, RXB Secretary

# RALLYCROSS BOARD

**RXB MINUTES** | October 11, 2010

The RallyCross Board (RXB) met via conference call October 11. Attending were Bob Ricker, Chairman, Brent Blakely, Karl Sealander, Ken Cashion, Warren Elliott, and Stephen Hyatt. Also in attendance were Bill Kephart and Marcus Merideth, Board of Directors liaisons, and Pego Mack and Howard Duncan from the National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

## Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Bob Ricker asked about the status of the new Safety Steward Training program. Brent Blakely reported that he sat in on the last RallyCross Safety Committee meeting and felt that progress is being made. Ken Cashion thought, based on his time on the Safety Committee, that the new training is close to being done. Bob Ricker will contact Tom Nelson for a further status update. Additionally, the suggestion was made to conduct Safety Steward Training at the 2011 SCCA National Convention. The RXB agreed to include a Safety Steward Training session among the RallyCross seminars.
2. RallyCross Rules Committee (Warren Elliott): Warren Elliott reported that he had sent an email introducing himself to the members of the RallyCross Rules Committee and is planning a conference call with the Committee in January.

## Old Business

1. Annual RallyCross Award (Brent Blakely): The RXB continues to search for an appropriate name of the annual RallyCross award. Bob Ricker requested Brent Blakely post at the forums requesting name suggestions for the award from the membership.
2. E-Blast (Stephen Hyatt): Stephen Hyatt will contact Rick Meyers at the SCCA to coordinate the RallyCross E-Blast.
3. Standardized Supplemental Regulations for National events: Pego Mack reported that she is waiting for input from the RXB before standardizing the Supplemental Regulations for National events. The RXB will individually review the draft that Pego sent out previously and send any suggestions directly to her.

## New Business

1. Rally America Rallycross #2 Event: Stephen Hyatt attended the event at New Jersey Motorsports Park and worked the SCCA booth. He reported confusion among spectators between Rally America's Rallycross and SCCA RallyCross. He suggested that the SCCA run an exhibition event at future Rally America events. Howard Duncan suggested that SCCA RallyCross might need a modifier to its name to distinguish it from Rally America's Rallycross. Further research is needed so discussion was tabled until the next meeting.
2. Mark Utecht Resignation: The RXB accepted the resignation of Mark Utecht from his RXB duties with a vote of thanks for his contributions to RallyCross.
3. Rocky Mountain Divisional Steward: With the appointment of Ken Cashion to the RXB, a new Rocky Mountain Divisional Steward must be appointed. The RXB discussed one possible individual to fill the position and decided to table a final vote until the next meeting.
4. Posting RXB Minutes on Public Forums: Ken Cashion requested a quicker communication stream for the RXB minutes with the membership than the traditional Fastrack method and suggested posting approved minutes at the public RallyCross forum. After some discussion, the RXB decided more research and thought should be conducted and tabled a decision until the next meeting.
5. National Championship Committee: Ken Cashion suggested that a committee of various qualified individuals be formed to plan and conduct the National Championship event. The RXB supports and officially formed the committee. Bob Ricker appointed Ken Cashion as chairman of the committee.

Next meeting: November 8, 2010

Submitted by Karl Sealander, RXB Secretary

# ROADRALLY BOARD

RRB MINUTES | Sept. 7, 2010

**Sports Car Club of America  
RoadRally Board Minutes – Final  
Via Conference Call  
October 4, 2010**

The RoadRally Board (RRB) met via conference call on Monday, October 4, 2010.

Attending were: Jim Wakemen, Chairman; Members: Jeanne English, Mark Johnson, Sasha Lanz, Eva Ames and Lois Van Vleet. Pego Mack, National Office; Todd Butler and Michael Lewis, Board of Directors Liaisons were not in attendance.

Chairman Wakemen called the meeting to order at 7:37 pm CST.  
The Final September 7, 2010 RRB Minutes were approved. (all)

## Proceedings

### 1. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

#### 2010 Liaisons:

Assignments: The following have been appointed 2010 Rally Liaisons:

California, NT-NC Rallies (Jan) - Lois Van Vleet  
Steel Haul, NC (April) - Jeanne English  
New England, NC (Feb) - Rick Beattie (at December RRB Meeting)  
Arizona, NC Rallies (March) - Jeanne English  
Steel Haul, NC (April 24) - Jeanne English & Mark Johnson  
Rally to the Race, NGTA (May) - Jim Wakemen  
Chippewa Trail, (June 12) NT-NC-NGTA - Mike Thompson  
St. Louis Rallies, (July 10-11) - Lois Van Vleet, Eva Ames, Rick Beattie  
Cast in Stone, NT (July 31) - Mark Johnson  
Hurdle 2010, NGTA (Aug 7) - Sasha Lanz  
Arizona Rallies, 2-NT (Aug 21-22) - Lois Van Vleet  
Badger Trails, NT (Sept 5) - Lois Van Vleet & Eva Ames  
Oktoberally, NC-NGTA (Sept 4) - Jeanne English  
**USRRC, NGTA (Oct 22) - Sasha Lanz**  
**USRRC, NT (Oct 23) - Jim Wakemen & Mark Johnson**  
**USRRC, NC (Oct 24) - Jeanne English**

#### 2011 Liaisons:

**Covered Bridge, NT (Nov 6) - Rick Beattie**

### 2. Safety Video Progress

Discussion: Johnson reported he hopes to have a preview for the USRRC and will continue to finalize the shoot with his students before the RRB final review. It will be completed by the convention in February.

### 3. eBlast Update - Ames

Discussion: Ames is working on sending out a new eBlast by this weekend.

### 4. USRRC Town hall Meeting

All members will be in attendance at the USRRC for the town hall meeting.

### 5. Convention

Discussion: Ames is working on sending out the next eBlast by this weekend.

#### Old Business

Lanz is still working with Pego and Pete Lyons on the waiver forms and minor release form. Lanz is waiting for Pete Lyons response.

#### New Business

Lanz has a Regional GTA on the same weekend as the USRRC and wants the points to count for the next year 2011. RRR Article 8.B.1 states: "Championship points and awards shall be made to SCCA members competing in SCCA RoadRally Championship Tour, Course, and GTA events. The competition year begins with the first series event after the previous year's US RoadRally Challenge (USRRC), and continues through the USRRC of the current competition year."

A motion was made to add an additional line stating "Regional rallies conducted on the same weekend as the USRRC should be counted for in the next year's Championship." It should also mention that any SCCA Rally committee should be discouraged on calendaring an event that would occur on the USRRC weekend. (Johnson/English) Motion passed. Wakemen will contact Pego and Bruce Gezon the points-keeper, to see if we can get this passed for the 2011 season. And if it can be, it will be retroactive for Lanz event to count in 2011. Otherwise, it will have to be implemented in the 2012 RRR's. This needs to be posted for member comment.

#### **Next meeting**

**Monday, November 1, 2010 at 7:30 pm CST, via conference call.**

The meeting was adjourned at 8:26 pm CST. (English/Lanz)

Submitted by Lois Van Vleet, RRB Secretary.

## QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

### **CLUB RACING**

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

### **SOLO**

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

### **RALLY**

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

### **SCCA NATIONAL CONVENTION**

Event page: <http://www.scca.com/event.aspx?hub=6&event=14461>

**EVENT CALENDAR:** <http://www.scca.com/events.aspx?hub=10>